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RAIL TRAVEL NEWS

VOL. 10 NO. 16
NOVEMBER 1980
ISSUE NO. 213

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PCC

THE CAR THAT FOUGHT BACK

By Stephen P. Carlson and Fred W. Schneider, III

Forty-five years ago a troubled American transit industry brought forth a revolutionary streetcar. It was the PCC, developed by a blue-ribbon industry committee determined to rescue the slow, stodgy trolley car from extinction.

IN THIS NEW BOOK, Schneider and Carlson skillfully blend technical detail and historical perspective with lavish photographic coverage to form a definitive study of the PCC car. It's all here, from conception to production, from the early yearning for a U.S. rail renaissance to the present-day PCC picture around the globe.

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RTN SUBSCRIPTION RATES will be forced upward soon because of the coming massive increase in first class postage rates that is expected to take effect shortly after the first of the year. We expect that the single-issue price will go from 65¢ to 75¢ (a price already charged by other rail newsletters), and the yearly rate for 24 issues will be $18. In the meantime, you can still subscribe, renew or extend subscriptions at the present $15 rate.

Rail Travel News, Vol. 10, No. 16. November, 1980. Whole number 213.

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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $15.00 per year; single copy 65¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; James Feeney, New York; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Koehm, Massachusetts.

LETTERS

I am most pleased to note that your readership has again accorded us the honor of being rated No. 1 of the long distance passenger trains (RTN 211).

Being blessed with a most scenic route and with management and personnel who feel pride in this train as well as with the other services offered, it is pleasant to know that our efforts are meeting with success.

It is our hope and it will continue to be our effort to continue to earn the satisfaction of the traveling public who favor us with their patronage.

I would be remiss if I were to fail to compliment you on your excellent publication. It is filled with news, interestingly written and factual.

Please accept our very best wishes for continued success and our gratitude for your sensitive reporting.

L. J. Bernstein
Director - Passenger & Dining Car Services
Denver & Rio Grande Western Railroad Co.
Denver, Colorado

THE COVER STORY

The SOUTHWEST LIMITED got its first set of Superliner equipment with the train that left Chicago on Oct 27, as reported last issue. That train reached Los Angeles on Oct 29, and in this photo it is coming in thru the Highland Park area of L.A. Altho it was expected that the train would at first be a mixture of Superliner, Heritage Fleet and Hi-level cars, the first consist proved to be similar to those of the SAN FRANCISCO ZEPHYR: engines 523 (SDP), 323, 243 (F40s); cars 1271 baggage, 39926 Hi-level coach-dormitory transition car, Superliner cars 31028 coach-baggage, 34066 coach, 34062 coach, 38010 diner, and 32005 sleeper. The second new set of equipment was leaving Chicago on Nov 4. Photo by Paul Rayton.

DERAILMENT AND COLLISION MAR TRAIN TRAVEL

The southbound INTER-AMERICAN, train 21, derailed at about 8:40pm on Oct 30 as it headed into track 2 at a junction not far south of the Springfield IL station. There were 2 engines and 8 cars, and the first four pieces of equipment overturned while the rest derailed but remained upright, except for the last car, which did not derail. There were 96 passengers and 12 crew aboard, and 6 passengers received minor injuries. The engineer and fireman were hsopitalized with minor injuries. The engineer was found pinned under the dashboard of his engine. The train was reported traveling at 30mph thru the no. 10 turnout, an excessive speed. Passengers were bused to their final destinations. Damage to the train was as follows (figures in parentheses are damage amounts in $1000's): engine 281 ($250), engine 280 ($250), baggage car 1257 ($10), sleeper 2445 ($15), Amcafe 20206 ($9), 21832 Amcoach ($9), Amcafe 20045 ($9), Amcoaches 21873 ($8), 21011 ($8), 21116 ($0). Damage to the track was estimated at $15,000. One passenger complained that the crew did not inform riders of what was happening. A 27-year resident of the area said that two other trains--both freights--had derailed at the same spot.

On Nov 7 the New York-bound EMPIRE STATE EXPRESS collided head-on with a 106-car Conrail freight train at Dobbs Ferry NY. The sequence of events began when a man eight miles north of the collision scene committed suicide by wrapping wires around himself and touching the third rail. Power had to be cut off, and trains re-routed on the line. According to an Amtrak spokesman, a power operator did not take some precautions he should have, and the Amtrak Turboliner and the Conrail freight found themselves on the same track heading in opposite directions. The

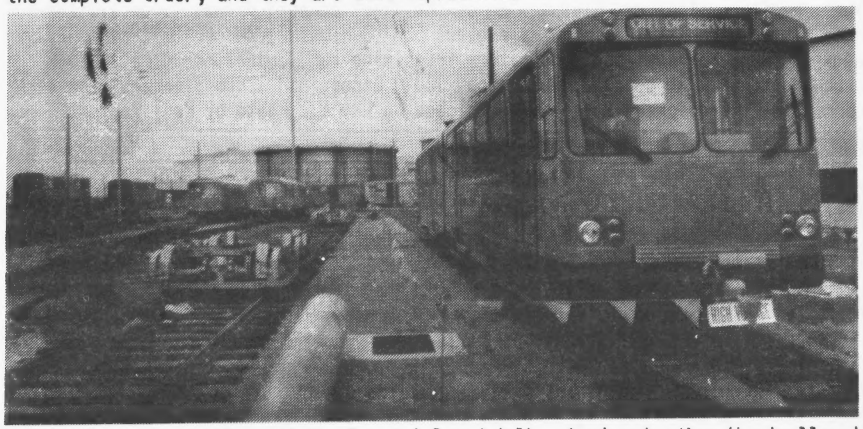
Amtrak train had stopped, and the freight was slowed to 10mph at the time of impact. Lead Conrail engine 2806 was pushed up onto the nose of the Rohr-built Turboliner, with $1.4 million damage ensuing. About 120 of the 225 Amtrak passengers were reported injured, with 5 of them still hospitalized two days later, and one of them, a 79-year old New York City woman, reported near death after surgery for a blood clot. The wreck occurred about 20 miles north of New York City. Conrail removed from duty without pay the worker who had been responsible for routing the trains, pending an investigation.

URBAN-SUBURBAN TRANSIT

A VIEW OF THE SAN DIEGO TROLLEY

On Oct 26 we surveyed the route of the San Diego Trolley thru the downtown area. Except for a block or two at the Amtrak station (where buildings have to be torn down first), all the track is installed and catenary poles are going up. At 12th and Commercial Streets, we noted an S-curve in the double track, and it is super-elevated!

We visited the "car barns" where the street running joins the SD&AE line. Here there is a large complex of yard tracks, maintenance facilities, repair shops, etc., all under construction. Most of the yard tracks are in, and built to high standards. There is ample ballast, long pointed turnouts, etc. We saw many sets of the "Big Red Cars" which have returned to California in the form of Duwag transit cars, the same type used by the Edmonton, Alberta system. Seven sets are here, half of the complete order, and they are most impressive.



Peter Bretz photo

The Metropolitan Transit Development Board talks about extending the trolley to the east: "Extension... appears to be physically and operationally feasible, even tho an east/west line would cost more to build and run than the South Bay line now under construction. This conclusion has been reached thru careful study of the possibility of using the existing San Diego & Arizona Eastern Railway (SD&AE) La Mesa Branch--which MTDB already owns--for trolley service. Owning the SD&AE provides most of the right-of-way that would be needed for an east/west trolley line, and it goes a long way toward making such a project feasible--but many other considerations play a role too: (1) Trolley service to the east was found to require less operating subsidy than a comparable level of bus service in the same travel corridor; (2) The trolley could carry more riders than bus service while running less miles and hours; (3) Trolleys would be faster than buses... (4) Trolley service was found to have a lower operating cost per passenger than bus service; (5) Trolley service would free up buses to serve other areas outside the east/west travel corridor."

The MTDB described the La Mesa branch as in generally good condition. However, about one third of the 17.3 miles are curving, and the route is hilly, going uphill eastbound to La Mesa and downhill into El Cajon. Some of the existing rail can be used, but some new rail would have to be laid. Most of the wooden ties need replacing, and new ballast is needed. The existing trestles are "fairly sound", with repairs needed at six locations, and several new bridges needed for passing tracks. Additional right-of-way would be needed only for some passing tracks, electrical substations, and passenger stations with parking lots.

--Peter Bretz

★ ★ ★

WASHINGTON METRO SUBWAY opens to service another extension on Nov 23--the Blue line between the Stadium-Armory station and the Addison Road station.

AN UNCONFIRMED RUMOR going around the Northeast Corridor has the state of New Jersey buying 5-10 General Electric E60 locomotives from Amtrak to replace its 12 GG-1s used in New York-South Amboy service. The sale would be made once Amtrak receives enough AEM-7s to cover itself. Once enough are on hand (46 are on order), Amtrak would limit the E60s to pulling heavy conventional HEP trains (CRESCENT, STAR, METEOR, BROADWAY, MONTREALER) that operate in the Corridor.

LOS ANGELES VOTERS on Nov 4 approved Proposition A by a 54-46 vote. The measure increases the sales tax by ½-percent to raise money for starting a rail transit system and funding transit district fare deficits. The law takes effect in July 1981. However, it is believed that a 2/3 majority is required to pass it under the terms of the earlier Proposition 13, and this will be tried in the courts.

ALASKA VOTERS APPROVED on Nov 4 a $157 million bond measure for transportation projects in the state.

COLORADO STATE VOTERS turned down a light rail transit system for Denver on Nov 4, and they voted to elect the Regional Transportation District board of directors rather than have them appointed. The Rocky Mountain News editorialized, however, that "Light rail may yet see the light of day". RTD officials said they would continue to plan for such a system, and might seek federal funds for it. The vote against the 3/4% tax for the trolley system was 54.2 to 45.8 percent.

WASHINGTON'S METRO SYSTEM was awarded $210.1 million in grants from UMTA at the end of October, to pay for further construction and other improvements. Metro officials said they will not scrap the automated fare system, but are studying the possibility of arranging for patrons to use major credit cards in the fare machines.

SAN FRANCISCO CIVIC leaders on Oct 30 opened a drive to raise funds to help preserve the city's cable car system. A major rebuilding of the system, replacing all track, cable conduit and other parts, must be done. This might start in 1982, and would require a 20-month closedown of the famous tourist attraction.

SANTA CLARA, CALIFORNIA county transportation officials recently visited the cities of Edmonton, Calgary, and Portland OR to look at their light rail systems and concluded that light rail would work better for the San Jose area than any other transit mode. In 1981, officials must decide what mode to push for in the "Guadalupe Corridor", from Santa Clara thru San Jose to the Almaden Valley.

CITY OF SACRAMENTO, California has joined those cities looking at light rail as a solution to their transit problems. Robert W. Nelson, who became Sacramento's Regional Transit general manager in November, helped start up the BART, Atlanta and San Diego rail lines, and is a firm supporter of light rail transit. In Sep 1979 the city council rejected an Interstate 80 bypass, putting the funds in limbo, and they evidently could be used to start up a trolley system for the city.

THE PHILADELPHIA AREA got a $52.6 million UMTA grant in late October, with $39.6 million going to SEPTA for various modernization projects and purchase of 80 buses, and $13 million going to the city for rehabilitation of an elevated rail line and transit construction at a shopping mall.

(continued on page 17)

RAIL CANADA

INTERNATIONAL RAIL PASSENGER SERVICES Conference was held in Detroit Oct 9-11 and in Windsor Oct 12. In Detroit, as guests of the Michigan Passenger Foundation, an enlarged NARP Board meeting, with over 80 participants, heard speakers and panels address the issues facing North American rail passenger advocates. On Oct 12, 50 people attended Transport 2000 Canada's annual meeting.

At the Detroit meeting, Clark Tyler highlighted Amtrak's current status, with VIA's Gus Campbell outlining his corporation's prospects, especially for his region, Ontario. Campbell let participants know that VIA is moving ahead in a number of areas: Passenger-handling staff at Toronto Union Station is to be taken over by VIA in Oct 1980, from the Toronto Terminal Railway. VIA is now considering electrification of passenger cars now heated by steam, but could not say whether they would be compatible with Amtrak HEP equipment. Amtrak and VIA will try to provide "by spring, 1981" a thru New York-Toronto service using the NIAGARA RAINBOW. VIA is examining the Windsor (Walkerville) station question. The mayor of Windsor told Gus Campbell that the facility should not be renovated, but rather that VIA should move a few miles south to the larger Canada Southern-CPR building. VIA may select new routes to get from Toronto to Windsor (Detroit). The ex-Canada Southern (now Conrail) line, with a Hamilton-Hagersville link at the eastern end, was being considered, Campbell said in private conversation.

Transport 2000 Canada elected new officers at the October general meeting: Guy Chartrand (St-Lambert) was elected president; ex-officio: Harry Gow (Chelsea) immediate past-president; John Pearce (Dartmouth) vice president; Garth Stevenson (Edmonton) vice president; Ken Harwood (Ottawa) treasurer; Doug Turner (Toronto) secretary; ex-officio: Sidney Dick (Ottawa) membership secretary. Guy Chartrand has served for some time as president of T-2000 Quebec, and is a well-known consumer advocate on the Montreal South Shore (bus and rail). A rail photographer, he took the first published photos of the Amtrak LRCs (see RTN 201 & 202). Guy is married and works for a large distribution enterprise at St-Lambert as a manager. He remains also as president of T-2000 Quebec. Harry Gow will continue to be very active in T-2000 as one of two reps on T-2000 International, which is growing fast and which will be strengthened.

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A number of conference participants were treated to a live grade crossing accident, as they were aboard the Detroit trolley when a judge drove out of the courthouse entrance in a 1980 Buick Skylark and derailed the trolley. The trolley suffered a bent step, but the Buick had much more extensive damage. A photo appeared in the Detroit Free Press.

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FIRST RUN OF THE 7th SAN DIEGAN

by Peter Putnam Bretz

On Oct 26 Amtrak inaugurated a new SAN DIEGAN run, the 7th train on the L.A.-San Diego line. I was there to ride the first train, the 7am departure from Los Angeles. There was no special inaugural ceremony, but what greeted us was a 4-car Amfleet train including an Amcafe car with two attendants. The attendants were all smiles and serving food even before departure, which came right on time.

The trains are all re-numbered--in the 500's instead of 700's. Our was no. 572. Even tho there had been virtually no notice to the public of this new early-morning departure (Amtrak-Caltrans disagreements had delayed confirmation of the train until the day before), we had a total of 64 passengers aboard at L.A. Of those 39 were a special group of college students going to San Diego for the day.

Our running time to Fullerton was 33 minutes. Meantime, we had tried the Amfood and were pleasantly surprised. The Amcheeseburger represents a remarkable step forward in hamburger technology. Unlike the chewy filler that used to pass for meat, this superb achievement was thick, all meat, and tasted excellent! A new sesame seed roll added an extra touch. All this was for no increase in price. I thought it was certainly the equal of a regular dining car hamburger. A rumor was circulating that Amtrak has approved the institution of club car service for the SAN DIEGANS.

A large group of college students was aboard the first run. Photo by the author.

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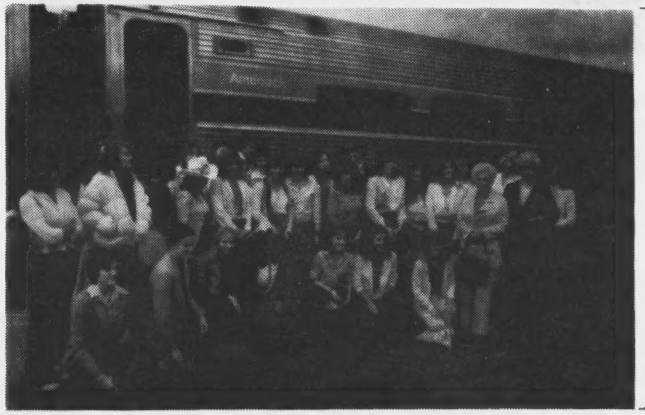

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ing for no. 575, and some of our passengers got off. Chris Ferguson informed us of the nice renovating work that has been done to the Del Mar station--not dingy anymore, but bright and beautiful, complete with new platform paving.

On the train after Del Mar we had 86 passengers. At Sorrento siding we went in the hole to wait for no. 575. There was no delay, and we left right away. At Miramar, the top of the hill, we recorded our time from there to the San Diego station: 18 minutes. Our arrival time in San Diego was 9:38am, seven minutes early--just great!

Returning to Los Angeles, we took the 7th SAN DIEGAN again, train 577, the 11:30am departure. It had the same equipment and crew as before, and we rode in the same car, no. 21240. The old number for this was 783, and it left on Saturday only--now it's daily. Because of more efficient equipment utilization no new cars are needed for the additional service.

We ran a little slower northbound due to the dispathers' unfamiliarity with the new schedules, and also because of a signal problem at San Clemente. Yet, tons of people board, just as with a normal, established run. Leaving San Diego there were 82 passengers, and over 100 after Del Mar. We left Oceanside 5 minutes late, and 22 minutes down at San Juan Capistrano. But, delays over, we left Santa Ana 17mins down, Fullerton 13mins down, and finally arrived in Los Angeles at 2:19pm, only four minutes late--not bad.

On this run we again tried the new cheeseburger and found it just as wonderful and tasty as the first one. We understand that Amtrak will continue to upgrade their sandwich fare, a little at a time. (The ham and cheese has always been good.)

AMTRAK DEDICATES ITS BWI RAIL STATION

by Ken Maylath

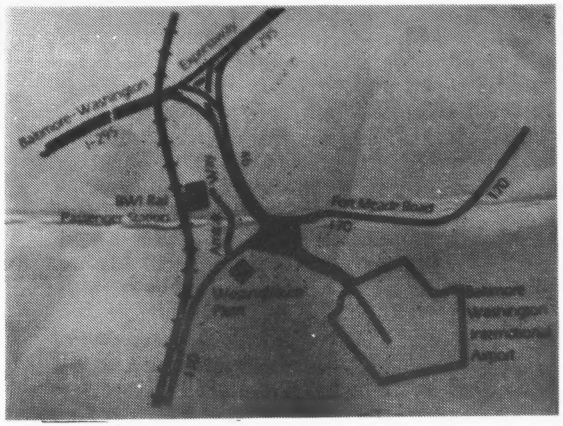
A big crowd turned out for the opening ceremonies on Oct 23 for the new BWI (Baltimore-Washington International) airport railroad station. The crowd included a host of dignitaries, invited guests and ordinary people. Regular service to the new Amtrak station got underway on Sunday the 26th, when the new timetable took effect.

Ken Maylath photo

Dozens of guests, including myself, arrived a bit late. Our means of transportation was the PALMETTO. It was running late into Baltimore, and got later on the short hop to the new station because of heavy trackwork. The ceremonies had just gotten underway by the time we crossed over to the station side of the tracks. (The overhead walkway is equipped with elevators for the handicapped.)

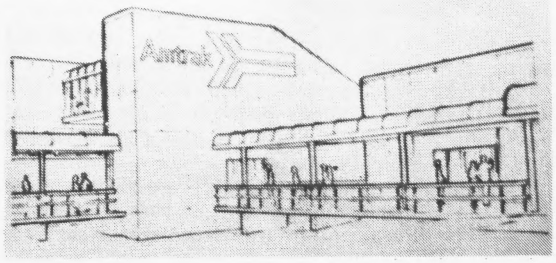
Hundreds of people heard a series of brief speeches and watched the unveiling of a plaque which was bolted into the wall inside the waiting room after the ceremonies. A high school band provided music, and the airlines picked up the tab for food and drink. (How about that at an Amtrak station?)

But of course the BWI station is an intermodal facility. The basic idea is to get people to and from the airport terminal, which is about one mile away and connected to the station by a state-operated shuttle bus.



The intermodal concept and precedent-setting nature of the station was stressed by many speakers. So was the cooperation of Amtrak, the state, Congress and the airlines. Optimism and enthusiasm were the order of the day on a pleasant autumn afternoon.

A scattering of Amfleet trains and the Conrail locals to and from Washington are now stopping at BWI. Metroliners whiz right thru. Amtrak was cool toward the idea of an airport station a few years ago, but seems more enthusiastic now. Indeed, a special promotion is being run which features a free roundtrip to London on World Airways as first prize. The new service and prizes are being heralded in a series of ads.



Amtrak says that more than half the initial passengers will be commuters, and it's probably correct. For one thing, the large parking lot at BWI is light years more attractive than a couple of the dusty little platforms within a few miles of the station. Patronage should build as it did at Capitol Baltway, just down the track.

But what of the airline passengers? Passengers from Baltimore and Washington also have the option of buses which stop at various hotels, etc., and don't cost any more than the train. Many will no doubt keep using that service. But part of the idea is to attract patrons from even greater distances when they go to and from Europe. In other words, land in Baltimore and start using your Amtrak tickets or pass within minutes. It's a lot easier than landing in New York or at Dulles in Washington and getting to the nearest rail station. And Baltimore figures to get nonstop service to London next spring under a recent CAB decision. In any event, people using the air connection are likely to be a slowly growing group. With heavy media coverage of the dedication, and the ad campaign, there's no reason to think that the station won't be successful.

FRIMBO - A NEW MUSICAL - AT GRAND CENTRAL STATION

Reviewed by Ted Scull

That's the billing, but we all know that the place (the theater), between tracks 39 and 42 is actually in Grand Central Terminal. Grand Central Station is far underground and serves the Lexington Avenue and Flushing Interborough Rapid Transit Lines.

From the very beginning the mood is appropriately set by buying one's tickets at Window One in the Terminal, just to the right of the Harlem, Hudson and New Haven Division windows.

The program's cover resembles a New York Central railroad timetable--white with green lettering. Inside the folded flyer, the two acts are laid out in the manner of a train schedule. Act One "Westbound" begins at Stop 1--New York--and passes thru such places as Ely and Tonopah, Nevada; Istanbul and Paris up to Stop 11 at Seward Peninsula, Alaska. The musical numbers are spelled out to the right of every stop as if they were the names of the trains on the itinerary. Act Two "Eastbound" continues south from Seward to Guadalajara and on to Moscow, San Francisco and other stations, returning finally to G.C.T.

The last panel on the program gives "Special Thanks" to Amtrak, Association of American Railroads, Lucius Beebe, Depot Attic Antiques, the MTA, Spyten Duyvil Railroad, Paul Reistrup, Broadway Limited Antiques, Paul Theroux and dozens of others.

For the occasion, a late October preview, the old New York Central arrivals board was uncovered and forms the backdrop to the stage. A steel pipe railroad-arch canopy covers the stage, which is lit with red, green, yellow and white semaphores, lanterns and stage lights.

There are several hundred comfortable seats, and they must all be removed each night to allow incoming passengers to pass thru the arrivals area during the daytime commuter hours. At intervals during the performance, Brewster Line trains are heard rumbling over the run-around tracks beneath the marble floor.

While the setting is as grand and appropriate as it could be for a small production company, the play was, at least during the preview I attended, a disappointment. I would not have missed it for the world, but I would only go with people who know and appreciate what a wonderful character Rogers E.M. Whitaker really is. He has completed over 2.5 million miles of railroad travel, has had a long professional background in railroads, possesses a writing style which has appealed to a large audience in the New Yorker since 1945, and is blessed with a wit and sense of humor rounding out the personality of a lovable eccentric.

Richard Shull, who plays E.M. Frimbo, traveled with Mr. Whitaker over a period of two years. For all his efforts, his resemblance ends at his looks. The real Frimbo has such style and presence, and that is what this very eager and well-meaning middle-aged man lacks.

The best actor is Larry Riley, who plays conductor, club car steward, Pullman porter, and can speak with relative ease Spanish on the SUD EXPRESS, French on the ORIENT EXPRESS, and even say "Yes" in Russian on the Trans-Siberian Railway. He has both style and poise and carries the show over a very rough track.

A few of the numbers are fun to listen to--"The Ballad of Frimbo" and "Mambo Frimbo"--but the rest seem merely to fill up time, like an over-padded schedule, without adding to the atmosphere created by the setting. There are four female voices and a large band outfitted in railroad gear. The itinerary wanders all over the place with no apparent purpose, and the result is no story line at all.

The audience learns very little new about the true E.M. Frimbo, apart from the fact that he knows to order watermelon pickles on the CENTURY and that, as his three wives could not be tamed to train riding, he had to get rid of them along the way.

Before the Nov 9 opening night, Frimbo and his stand-in are to arrive at Grand Central in an open observation car. I hope to be down there to see them pull in, and I pray that the powers-to-be behind this performance can get it together for the grand opening. A first rate friend of ours deserves a much better tribute.

TO THE MOTOR CITY VIA THE LAKE SHORE AND THE LAKE CITIES

by Ted Scull

Last April at the NARP Directors' meeting in Washington, the Michigan contingent promised that the Toledo-Detroit connection with the LAKE SHORE LIMITED would be operating in time for the Michigan Passenger Foundation Conference in October. And sure enough, the LAKE CITIES began service Aug 3, making the journey from New York all rail and very convenient.

On departure day, Oct 8, I took the Lexington Avenue IRT Express to Grand Central Station, arriving in the Terminal outside Track 18 at 6:25pm for the 6:45 LAKE SHORE. There was a good crowd forming, including several familiar faces in the group. Usually, by this time, the equipment has been backed in, but tonight it did not arrive until 10mins before departure. The train announcer did not know this and made two calls for boarding before the gates were opened.

The all-electric equipment of the LAKE SHORE sparkled, save for the older HEP sleeping car "Pine Rapids", still in the original Amtrak color scheme. It was already slightly shabby, especially the upholstery in the bedrooms and roomettes. The cars were in a relatively new arrangement: The diner and cafeteria/lounge cars are no longer between the sleepers and the coaches. They are both buried in the coaches, which I gather makes the pair then not quite so far from the Boston section when it is added to the rear of the train at Albany-Rensellaer. Sleepers, coaches and baggage cars have not been properly grouped together in trainw with two sections for some time now.

After a pleasant drink with friends, four of us moved back into the diner--Steward Kolonitis in charge. At this point (at Mott Haven) the LAKE SHORE stopped and remained stopped for a half hour with brakeshoe trouble. No announcement was made to the passengers, tho we could surmise the problem from the chatter over the communication system.

The diner was most attractive with its subdued colors in the furnishings and table linen. But as we moved again the Metropolitan Transportation Authority's track conditions made for the roughest dinner-in-the-diner ride I have had in years. I would advise travelers to wait dinner until after Poughkeepsie at 8:33pm. Occasionally--as in this case--the diner was a bit of a rough rider, making the conditions extreme, toppling water pitchers and sloshing the not-room-temperature Red Burgundy over the tablecloth.

All of the entrees come from a frozen condition in the commissary, and yet all--Sauteed Lake Perch, Roast Prime Rib of Beef and Iowa Chop--were judged tasty and well-cooked. The Iowa Chop, a relative newcomer, is called such (I found out later from a NARP member from Iowa City) because of its thick cut. When a pork chop is thick it should also be tender. This one was tough.

Curiously, the entrees under the heading "From the Grill" include no coffee, tea or milk or a tossed salad, while those under "Dinner Selections" have that choice plus a "Dinner salad." There is no question that Amtrak diner prices are a bargain attraction, with the evidence being the presence of people of all ages, and if it is still possible to tell by clothing, all incomes.

The elderly waiter, an ex-Santa Fe man, seemed to be in a perpetual state of confusion, tho he meant well. For dessert he served the apple pie in its virtually unbreakable plastic container placed directly on the plate. When questioned, he replied that these were the directions from the rule book. The Steward came along, removed the dessert and returned with the unwrapped pie on the plate.

At Croton-Harmon the engine change took 25 minutes. An announcement, "a little malfunction with the main electrical system", was made just two minutes before the lights and air conditioning came back on.

The track improved considerably after Poughkeepsie, and the LAKE SHORE arrived at Albany-Rensselaer 55mins late. The Boston section had arrived 15mins early. Some passengers were finally seated for dinner at 11pm. The fact that dinner service is available after the normal Albany departure of 10:07pm is a welcome feature of this train.

The LAKE SHORE departed 55mins late--minus one coach from New York ant the Amcafe from Boston--with 12 cars including 5 coaches, 2 sleepers and a slumbercoach. When the bright lights of the Albany Mall, a monument to the late Governor Rockefeller, passed from view, it was time to climb up onto the two-piece shelf in the slumbercoach. While the berth is too narrow for a natural sleep, one does have--unlike in a roomette--direct access to the facilities during the night. The temperature control responded immediately and faultlessly.

The night passed peacefully, except for a few rough crossovers and the frequent sound of the diesel whistle just ahead. Kevin Gregoire, from Pittsfield, kindly stayed awake all night to take down the train times at each station. By Buffalo the LAKE SHORE had made up all but two minutes, and by Erie we were back on schedule. I carried on the time recording from there, noting a late arrival in Cleveland because of a switch to a slow freight line on the outskirts of the city.

Breakfast was a delightful change from dinner last evening. The 22 lost minutes were made up without difficulty, and the LAKE SHORE arrived in the Toledo Central Union Terminal on time at 10:15am.

The LAKE SHORE at Utica NY. Photo by Peter Bretz.

The five-car first generation French-built Turboliner named the LAKE CITIES awaited us on the adjacent track. Thirty passengers--including 14 NARP members--made the cross-platform transfer. No one originated in Toledo on this trip, which is not surprising with the train's slow schedule and single departure a day, versus a fast multiple departure schedule of the bus. Among the 30 on board, two were destined for Ann Arbor, one for Kalamazoo, and 27 for Detroit. Last night 26 had arrived in Toledo to make the transfer to the LAKE SHORE eastbound.

The Amtrak timetable lists Toledo and Detroit as only 25 miles apart, while the truth is closer to 57.6 miles (this is corrected in the Oct 26 edition)--thanks to E.M. Frimbo, with a confirmation from an old issue of the Official Guide. The scheduled time for this distance is 1hr, 50mins. Twenty years ago a New York Central "Bee Liner" made the trip in 1hr, 15mins with flagstops listed for Monroe and Syandotte. The initial 50mph running slows to 25mph thru a number of towns with local speed ordinances. The track is good, and it is hoped that the speed may be raised to at least 40-45mph in the heavily-restricted zones.

The rail connection is an important one for Detroit, increasing patronage on the LAKE SHORE and making for better equipment utilization. It is a model that could be used elsewhere.

We arrived on time at the Michigan Central Station in Detroit. We saw on an adjacent track the commuter train MICHIGAN EXECUTIVE with its three Superliner coach-baggage cars. The daily riders on the Brewster Line into Grand Central

The LAKE CITIES Turboliner at Toledo. LAKE SHORE's baggage-dorm is seen at left. Photo by the author.

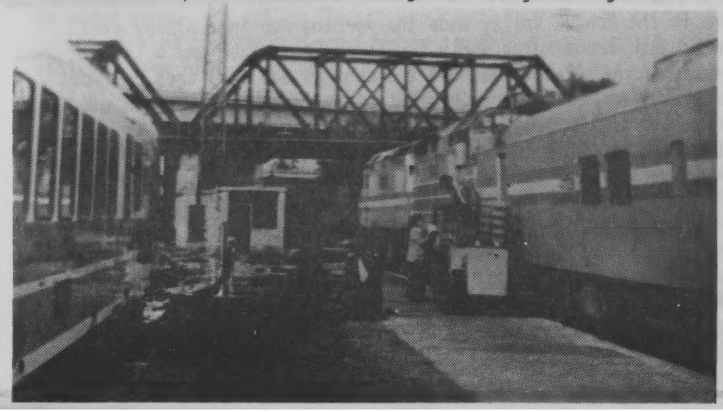
would revolt tomorrow if they knew about it. Also parked there was the Ringling Brothers Barnum and Bailey circus train with a couple dozen cars.

From Thursday at 1pm until Sunday at 5pm many rail promoters attended the well-organized Michigan Passenger Foundation Conference, an intense and highly-structured NARP Directors' Meeting, and a more relaxed Transport 2000 Canada annual general meeting.

I saw the work that the Michigan group had done to clean up the huge Michigan Central Depot. They not only carted away huge piles of trash, but also had washed windows and made suggestions for better lighting and entrance access. The facility is now more than adequate as a station and well-prepared to meet rising patronage, especially when the international connections return some day--soon?

The New York-bound return trip began at 7:05pm on Sunday, Oct 12. Forty passengers were aboard the Turboliner for the non-stop run to Toledo. The train was rocked and a window broken just a half hour along the Conrail line in Michigan. The conductor said that incidents like that happen almost every day on this stretch. Two of us were asked if we wished to visit the cab, and we were taken forward by Mr. Carter. It was here that I learned about the 106 grade crossings and the local speed ordinances.

The conductor said we would arrive in Toledo five minutes early, and that it was likely that the LAKE SHORE would follow us into the station. No sooner were my feet on the platform than the bright wobbling headlight of the LAKE SHORE's diesel



At Toledo there is a convenient across-the-platform transfer for Detroit passengers. LAKE CITIES is at left, LAKE SHORE at right. Photo by the author.

appeared down the line. Almost the entire 14-car train passed by before it stopped, with the slumbercoach all the way forward behind the NY-bound baggage-dorm. The young attendant greeted me by name when I gave him my room number.

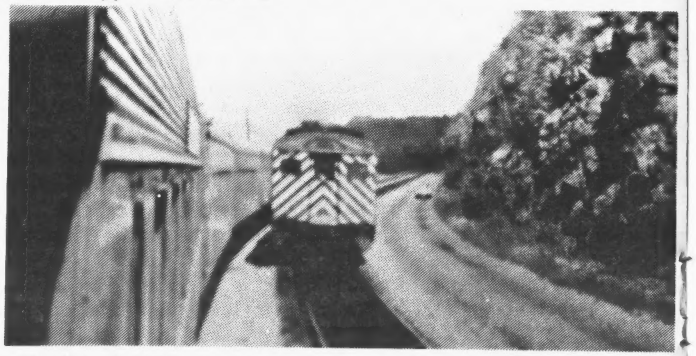
Dinner is served out of Toledo, the last call, for Detroit passengers. However, it was to be a meal without wine, at any temperature, because it was Sunday and the state was Ohio. This crew, ex-Santa Fe men, remembered well the test case on the SOUTHWEST LIMITED a few years back when the lounge steward was taken off the train in Kansas by a federal marshall for serving alcohol. The state's liquor laws applied to trains, even in interstate service, but not to planes overhead.

At $5.95, the Southern Fried Chicken with mashed potatoes, beans, cranberry peach garnish, dinner salad, hot rolls and milk is a bargain. The waiter, McNeal, was excellent and the steward, Kolonitis, the same one as on the westbound trip.

I sat across from Tom Richardson, a NARP Director from Vermont who is highly knowledgeable about rail equipment, having worked for the American Car and Foundry Co. as well as the NYC, NYNH&H and the IC. We discussed railroads that had class and individual trains that had class even if the railroad did not.

The LAKE SHORE, which is most comfortable and rather well-run, tho without class, arrived early at nearly every station, at least while I was awake and taking notes from the slumbercoach shelf where I spent the night.

Monday, Columbus Day, was bright and 45° at Utica, where I joined a Buffalo couple for breakfast. They had chosen the train over driving because they did not want to drive their car into New York for their 4-day stay. Flying would have cost a lot more, and they had not been on a train in 25 years, and had never been to New York City. They were very excited and optimistic about celebrating their 25th wedding anniversary at Roseland Dance Hall. And they did not mind the middle-of-the-night hours and the awkward location of the "station" at "Buffalo" (Depew). Not everyone in Buffalo feels the same way, I have found.



The Poughkeepsie Budd car passed the LAKE SHORE above Bear Mountain, holding up the LSL for 20 minutes. Photo by the author.

The autumn colors in the Mohawk Valley made the morning run into Albany even more beautiful than usual. Ten minutes early in Albany-Rensselaer and a layover of 50 minutes was quite enough time to cut off the engines and have them replaced by two more diesels, have the Boston section split off with an Amcafe added and attach a standard coach to the New York section.

In the station building about to be enlarged, I bought the Daily News and the New York Times. The News had a grim farewell picture of the cruise ship "Prinsendam" finally sinking in the Gulf of Alaska, and the Times a cheerful notice in the entertainment section about the new musical "Frimbo" about to open at Grand Central. Tickets would go on sale at Window 1 at 1pm today, and the LAKE SHORE was scheduled to arrive only steps away at 1:20pm.

The BEAR MOUNTAIN Turboliner arrived on a track between the Boston and New York sections just before their scheduled departures at 10:20am. A handful of people got off, and this being a holiday for some New Yorkers, there was a light load.

Some workmen taped a piece of cardboard over the open box containing the electrical system beneath sleeper "Pacific Patrol" on the Boston section. Then we were off together, accelerating south out of the station, not unlike the way the BROADWAY and CENTURY used to race every evening at Englewood. To be perfectly honest, the sight was not quite as thrilling, tho it was fun for the 30 seconds it lasted. The Boston section was ahead a few car lengths when it finally passed from view.

We lost a few minutes along the way to Poughkeepsie, then came to a halt just north of the Bear Mountain Bridge. It was a pretty place along the majestic Hudson to stop for a while, but not a reasonable one. A single, almost empty Poughkeepsie bound MTA Budd car held us for 20 minutes while it was allowed to go ahead first and pass the single-track worksite. It should have been held at Peekskill and the 11-car and well-patronized LAKE SHORE given priority.

The LAKE SHORE arrived 37mins late at Croton-Harmon, then 40mins late into Grand Central, arriving on the stroke of 2pm. The MTA had spoiled a near-perfect trip. I made a bee line for Window 1 marked "Frimbo" in red letters, and found that the first two days of previews and the opening night were already sold out. Had the LAKE SHORE been on time... or ten minutes early as it often is...

With the tickets, for Sunday, Oct 26, came two free ones for the "Nostalgia Special", an MTA subway excursion using old equipment over the line to Rockaway. I then headed for a real-life subway, the Dyre Avenue Number 5, more appropriately the Dire Avenue train. However dirty, noisy, shoddy and ugly it was, I had a fast trip uptown to 86th Street.

(See "Cars & Consists" for consists of Mr. Scull's trains.)

FIRST RUN OF THE MISSOURI MULES

by Lawrence McDonald & James Russell

The first runs of the new 403-b Amtrak trains between Kansas City and St. Louis MO--collectively known as the MISSOURI MULE but individually (and in coming timetables) called the KANSAS CITY MULE and the ST. LOUIS MULE--took place on Sunday, Oct 26, with the Amtrak fall timetable changeover. The schedules were not listed in the Oct 26 systemwide timetable, as plans had not been finalized as it went to press (a note on page 38 of the timetable states that Amtrak and the State of Missouri are negotiating with the Missouri Pacific Railroad to provide an additional train between the two Midwest cities). Westbound train 341 is the KANSAS CITY MULE while eastbound 342 is named for the Gateway city.

The new trains, along with the ANN RUTLEDGE, provide twice-daily service between the two Missouri cities, with stops at Warrensburg, Sedalia, Jefferson City and Kirkwood. A new Kansas City suburban stop at Lee's Summit MO is expected to be added soon.

The morning of Oct 26 dawned bright, cool and clear. The first train operated westward from St. Louis, with an 8am departure scheduled, and due to reach Kansas City at 1:40pm. In Kansas City a group of eight rail supporters representing MOKSRAIL, the Kansas City NRHS chapter and the Smoky Hill Railway & Historical Society rode the ANN RUTLEDGE eastward to Warrensburg to ride the first run of train 341 back to Kansas City. Kansas City now has six trains per day. The station was once the nation's third largest and boasted over 260 trains daily.

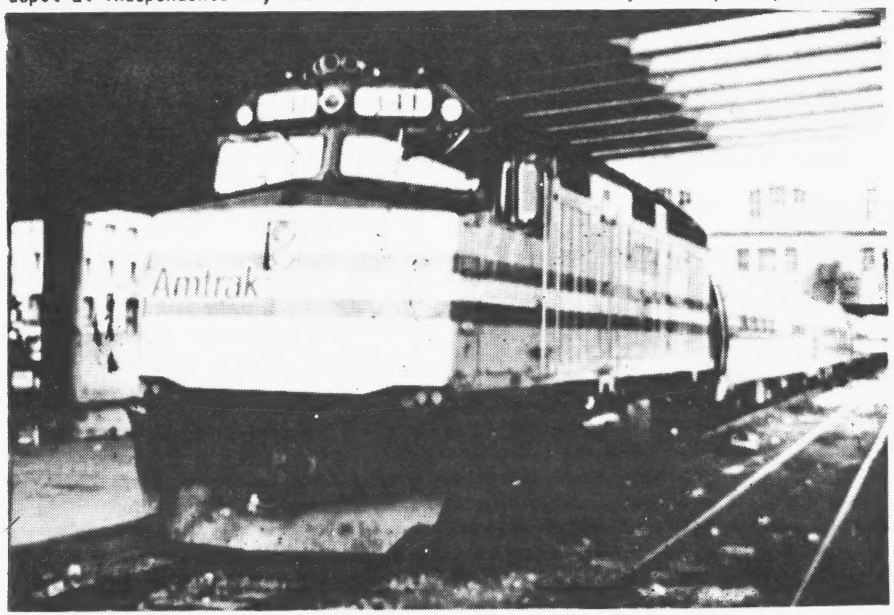
The ANN RUTLEDGE and the new train were to meet for the first time at Dresden siding, 22.7 miles east of Warrensburg. The inaugural train consisted of F40 engine 341 (selected to duplicate the train number), Amcoach 21118, Amcafe 20006, Amcoach 21236, Amcoach 21220, and Amclub 20121 for inaugural guests. Among guests riding the new train were the Governor of Missouri and federal and state legislators. In the Amclub, coffee, rolls and Missouri wine were served visitors. There

were 204 aboard out of St. Louis, 275 out of Kirkwood, 122 from Jefferson City, and 130 out of Warrensburg.

The train was behind schedule because of the ceremonies--which included a live mule at Kansas City and Kirkwood. Gov. Teasedale rode the train from St. Louis to Kirkwood, its first stop. At Warrensburg, the town's mayor, Mrs. Dee Hudson, a petite brunette with a warm, winning smile and a charming manner, swung aboard the train to give a welcoming speech from the vestibule of the Amclub car. The train left Warrensburg at 12:35pm, 37 minutes off its schedule.

With a load of 130 aboard, the new KANSAS CITY MULE sprinted across the Missouri farm country. The junction town of Pleasant Hill was passed at 1:03pm with a thump of wheels on frogs and on points. Westward from Pleasant Hill the line of the MoPac runs parallel to the presently inactive and weedgrown rusted rails of the old St. Louis-Kansas City line of the Rock Island. Once the MoPac had trackage rights on the Rock Island from Pleasant Hill to Kansas City, and once many a freight train, usually a coal drag, used that route instead of the MoPac's own rails because of the congestion of traffic on the heavily-traveled MoPac.

The train roared past Lee's Summit and westward past the siding at Little Blue, where in 1865 trackmen drove the last spike to complete the first rail line from St. Louis to Kansas City--the Pacific Railway of Missouri--which had been under construction for 10 years but had been delayed by the Civil War. At 1:29pm the depot at Independence MO, the home of former President Harry Truman, was passed.



Train 342, the ST. LOUIS MULE, awaits its first departure from Kansas City. This city had the most attention from the media, with two TV/radio stations on the platform to meet the KANSAS CITY MULE, and interviews held for about 45 minutes. Photo by Gary Zeitler.

Rock Creek Junction, the end of MoPac rails and the start of the Kansas City Terminal line, was reached at 1:34pm. At Sheffield Interlocking a MoPac southbound freight, with both MoPac and Conrail diesel units, awaited departure upon the passage of train 341 (which was running officially as Passenger Extra 341 West today, the train number being taken from the engine number of the lead locomotive).

At 1:47pm, just 7 minutes off the advertised time, the KANSAS CITY MULE glided to a smooth stop at Kansas City Union Station, and its first run was history. On the platform to greet the train were news media staffers, railfans, well wishers, and more civic and Amtrak officials. Congressman John Sharp and Senator Harry Wiggins were among those who made speeches of welcome.

Later, at 5:30pm, the same equipment left Kansas City as the first ST. LOUIS MULE. The consist of that train was: engine 341, cars 20121, 21220, 21236, 20006 and 21118. The eastbound train leaves Kansas City at 5:30 and arrives St. Louis at 11:05pm.

REPORT ON THE AMTRAK OCTOBER BOARD MEETING

by Erich Houchens

At the monthly meeting of Oct 29, the Amtrak Board of Directors authorized spending $32,472,999 to convert 109 more passenger cars to head end power (HEP). Of the 109 cars, 82 will go to re-equip the INTER-AMERICAN, PANAMA LIMITED and MONTREALER. Broken down by type, they are 33 sleepers, 24 baggage cars, 10 baggage-dorms, 10 diners and 5 slumbercoaches. The remaining cars are 27 ex-PRR 60-seat "Congo" cars built by Budd in 1952. These cars will be rebuilt with 72 seats for use in New York-Philadelphia clocker service when the Jersey Arrow cars are returned to the state. These 27 cars, now in storage, never got their intended 7400-series Amtrak numbers. Amtrak said that this order of 109 cars will complement the order of 150 long distance Amfleet II cars placed with the Budd Company about six months ago. The SILVER METEOR has already been scheduled for re-equipping, and the SILVER STAR will get newer cars next year.

The Board authorized $7 million to convert 28 ex-Santa Fe Hi-level cars to HEP. Work on them will be done at Santa Fe's Topeka shops, where work is already underway on 45 Hi-levels.

The Board authorized spending $19,490,000 to convert 30 SDP40F engines to F40-PHRs. Work will be done by EMD's La Grange shops.

The board authorized $255,500 for improvements to ten stations on the BROADWAY LIMITED "Showcase Route". The ten are: Lewistown, Huntingdon, Altoona, Johnstown, Greensburg, Pittsburgh, Canton, Lima, Crestline and Fort Wayne. Improvements are to be made to platforms, lighting, waiting rooms and parking facilities.

For "Handicapped and Elderly Accessibility Modifications" to 18 stations, the Board okayed spending $2,888,000. No station names were specified.

The Board authorized spending $195,190 to expand the baggage-mail room at the Houston station.

It authorized $2.5 million for phase five of the Michigan track upgrading program. This phase includes the laying of ten miles of 115-pound welded rail.

The Board approved spending $2.5 million to build a permanent station in St. Louis. The new station is to be located about a mile west of the old St. Louis Union Station.

The Board set its 1981 meeting dates as the last Wednesday of each month, with the exception of Apr 30, Nov 18 and Dec 16, 1981. Board meetings are held at 10:30am at the National Guard building at Massachusetts Avenue and North Capitol Street, and are open to the public. There will be no Nov 1980 meeting. The next meeting will be on Dec 17.

URBAN-SUBURBAN TRANSIT (cont'd from page 5)

THE WASHINGTON METRO system found in a recent survey that 24% of its riders are not commuters--a figure that is up from the 21.5% counted earlier. Metro said that it had diverted about 36,800 cars from Washington streets and highways this year, about 6,800 more than last year. About 6% of the riders on the Metro

said that they would have not made their present trip if there had been no subsay available.

NEW YORK, CONNECTICUT and New Jersey mass transit systems are losing riders to automobiles, reports the NY Times. Transit growth rate this year has been about 5%, compared to 10-15% during the gasoline shortage of 1979. The report attributes the loss of riders to rising fares and deteriorating service. The number of NY subway riders in September was less than in Sep 1979 or Sep 1978. There is talk in the MTA of limiting subway service mainly to commuter hours. Deferred maintenance is also causing breakdown problems on the subways--equipment failures were up 21% last year.

THE MARYLAND DOT is holding public hearings on plans to discontinue rail commuter service on the B&O between Shady Grove and Washington and on Conrail between Baltimore's Penn Station and Washington within the next four years.

Mixed Train of Thoughts

THE NOVEMBER ELECTIONS saw the defeat of a number of liberal legislators and other public officials and their replacement with fiscally conservative candidates. Rail supporters immediately wondered how Amtrak and rail service in general will fare under the coming Reagan administration, with its emphasis on cutting the Federal budget further. An Amtrak spokesman said that Amtrak president Alan Boyd, in the November edition of a video message to employees, notes that altho he has been a lifelong Democrat, he feels sure that the Republicans will do what's best for the country with respect to passenger service. He said that there may be hard times at the beginning, but feels confident that Amtrak can explain to the administration that it is important to the nation. Amtrak, he noted, is "non-partisan". Privately, another Amtrak spokesman told RTN that legislation on the emerging corridors will probably have a better chance under the new administration, because it should appeal to a conservative administration. Amtrak expansion will come in the corridors, he felt; Amtrak won't lose any long distance trains, but it won't see expansion either in the long distance category. In other reports, the media have noted that transit planners are worried because Reagan has stated his opposition to federal subsidies for mass transit.....

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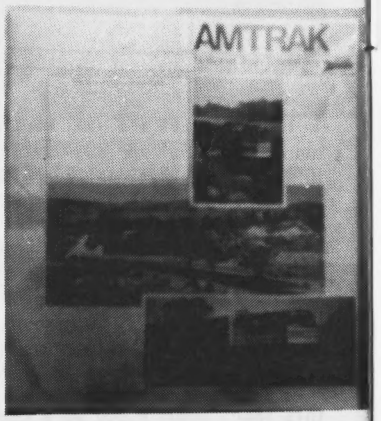
AMTRAK'S SYSTEMWIDE TIMETABLE effective Oct 26 thru Jan 31, 1981 was distributed just before the effective date. The timetable, pictured at right, once again has a full color cover--with 3 photos of Amtrak trains, the top photo being the same one that covered the Apr 27 timetable face. This one was printed in an edition of 500,000.....



AMTRAK CUSTOMER COMPLAINTS decreased sharply in the first 9 months of this fiscal year, Amtrak said. Complaints on long distance trains were down 42% and on short distance were off 45%. As an example, LAKE SHORE LIMITED complaints were 58.6 per 10,000 riders in 1979, but only 10.4 in the present fiscal year.....

AMTRAK SEPTEMBER RIDERSHIP figures were just being released in mid-November, and we haven't received them as we go to press. However, an Amtrak spokesman summarized some of the highlights: September patronage was down .1% from the year before, with long distance riders increasing 13.7%, short distance up 11.4%, and NE Corridor ridership off 1.7%. On-time performance systemwide in September was 72.4%, the best in six months, Amtrak said. (One reason for improving on-time performance is the introduction of HEP Heritage Fleet cars. They are lighter in weight than they were before rebuilding, and have disc brakes that enable them to stop more quickly, so the engineer doesn't have to begin slowing down so early--he can apply the brakes a few hundred yards ahead of a stop instead of about half a mile, we were told.).....

THE SAN FRANCISCO ZEPHYR got its first Superliner cars when a consist left Chicago last July 7, as we noted in RTN 208. Our photos of that train were accidentally destroyed in processing, but reader Bill Matusinec supplied us with a photo of the return run of that consist, on train 6 at Berwyn IL (see below).....

AMTRAK'S RATIO OF revenues to expenses is supposed to be 50% by 1985, according to Congressional order. Amtrak noted this month that already it is 41.1.....

THE INDIANAPOLIS TRAIN, the HOOSIER STATE, has become an "overwhelming success" Amtrak said. Being more than just a train to ferry damaged cars to and from Beech Grove, the train is carrying many more passengers than were estimated. The original plan was to provide 100 seats from Indianapolis, but some days have been so heavy that many more are needed. On Oct 30 there were 308 seats available, but 311 people boarded at Indianapolis, and between Crawfordsville and Dyer there were 419 passengers, 111 of them standees. For the occasion, Amtrak provided free coffee and Coke.....

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CHICAGO UNION STATION restoration, following the recent fire (see RTN 208), is nearly completed. The main waiting room has been closed, altho the rest of the station is open. The closed section should be open some time between Christmas and New Year's, and observers say that it is "beautiful". It has been completely repainted and the skylight reglazed with frosted glass. For the first time, sunlight floods into the room, making it much brighter and attractive than it was.....

SUBSIDIES FOR CONRAIL are likely to be cut as soon as the Reagan administration takes office. Rail industry observers are worried that Reagan will cut federal spending for the rail freight industry, hurting the industry. The U.S. Railway Association, which organized Conrail, seems likely to be dismantled.....

AMTRAK'S BWI STATION (see page 8) was the brainchild of inventor Charles Adler, Jr., 81. He got the idea for buses connecting the airport with the rail line as he rode the train on the Pennsy Railroad. He was invited to the opening of the rail station as an honored guest, but died less than 24 hours before the event.....

THE WILLAMETTE VALLEY will get altered schedules on Dec 7 "better attuned to the requirements of the riders, present and potential". The first northbound train of the day remains unchanged, but on weekdays the first southbound train will leave

Portland at 7am instead of 7:30, a better time for business appointments in Salem and Eugene. The afternoon train from Eugene will leave at 4:10pm instead of 1:45, to allow people to complete a business day and return to Portland by dinner time. The evening southbound train will Portland at 9:35pm, allowing a thru connection from Seattle and Tacoma. The new schedules are in response to numerous complaints from users. A Portland TV station reported on Nov 9 that "there is no money in the Governor's proposed budget to continue (the train) past next summer".....

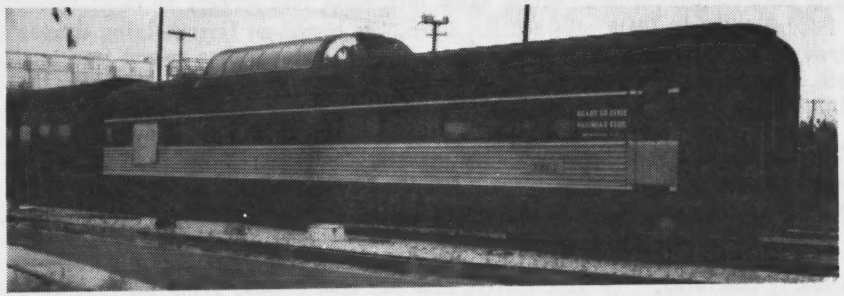
RTN photo

AMTRAK PUBLIC AFFAIRS Vice President Carole Foryst (photo at right) has been released from her duties at Amtrak, as of late October. No successor has as yet been named.....

THE COAST STARLIGHT made its first stop at Chemult, Oregon on Oct 26, but an inaugural stop was made the day before for the benefit of invited travel agents. A christening was performed on the train, with a champagne bottle that almost refused to break. Chemult was a stop for passengers on the SP line until some time in the 1960s. It is a debarcation point for skiers to Mt. Bachelor, and for other tourist activities. Next March is the time set for the introduction of Superliner cars on the STARLIGHT.....

AN INSPECTION TRAIN ran Oct 31 on the New York, Susquehanna & Western Railroad between Little Ferry and Butler NJ, marking the takeover of freight service by the D-O Lines, a Short Line operator. Engines were two NYS&W diesels, 1802 and 1800, and cars, all lettered "Delaware Otsego System" and belonging to the Cooperstown & Charlotte Valley Railroad, were #8 baggage (generator)/coach, #5 dome lounge observation (former CB&Q "Silver View"), #9 coach, and #4 business car (former Erie #4)..

★ ★ ★



HEART OF DIXIE Chapter of NRHS owns the above dome coach (former IC 2202), used on Southern Railway excursions out of Birmingham. RTN's Jack Ferry photographed the car in Birmingham on Oct 29.....

THE SAN JOAQUIN'S detour on the SP due to flooding of the Santa Fe line (see last issue) which took place Oct 23 was ended after the railway repaired the broken trestle. On Nov 7 the trains resumed their normal route, after 4pm. The detour on the SP, via Tracy and Lathrop, added 20 miles to the route, and trains were running from 1 to 2½ hours late. All Santa Fe freights in the area had to be routed over the crowded line as well. Amtrak had to cancel the one and two-day tours from the San Francisco area to Yosemite during the detour time. In other SAN JOAQUIN news, Caltrans in early November asked Amtrak to reschedule the trains slightly because the Oct 26 schedules break the connection between the COAST STARLIGHT and the SAN JOAQUIN at Martinez northbound. The number of passengers thus lost to the San Joaquin Valley train runs from 20-30% of its daily revenue, Caltrans complained.....

AMTRAK'S "CRESCENT" TRAIN is being promoted with the interesting graphics seen at left. These appear in the latest Amtrak timetable over the heading "A taste of Southern comfort". The ad notes that the train is "now totally refurbished inside and out".....

THE BOAT TRAIN between London and Paris, the NIGHT FERRY, has been discontinued, its last run being Oct 31.....

AUTO-TRAIN CORPORATION'S trustee plans to sell the Railway Services Corporation, Auto-Train's car repair subsidiary, if a good buyer is found. Other efforts being made to put the bankrupt company back in the black are the application to the FRA for $5 million in loans and the repairing of cars so that trains can be lengthened to increase revenues. Auto-Trains now runs five roundtrips weekly.....

A STRONG EARTHQUAKE of Richter magnitude 7.0 off the coast of Eureka CA in the early morning of Nov 8 toppled part of a freeway overpass 7 miles south of that city and causing dirt to cover the Northwestern Pacific line, closing it. Two cars drove off the damaged highway, severely injuring 6 people.....

NEW YORK TIMES published an informative and favorable article about Amtrak on Nov 10. Among those interviewed for the article was NARP's Ross Capon, who called for more local promotion of train service instead of national ad campaigns.....

THE NATIONAL ASSOCIATION of RR Passengers has a news hotline, a 1-minute tape of national rail news updated weekly. Call 202-546-1551 between 6pm and 7am Monday-Friday, and all day on weekends.....

THE PANAMA LIMITED is expected to be renamed the CITY OF NEW ORLEANS with the Feb 1 Amtrak timetable. It could get an HEP dining car on that date.....

GG-1 LOCOMOTIVE #4935 was retired from service by Amtrak on Oct 10. Amtrak said it couldn't justify investing $70,000 in work it needs. The famous locomotive may go to the Smithsonian Museum in Washington.....

THE RAIL PUBLISHING SCENE

TRAINS MAGAZINE celebrates its fortieth anniversary with the November issue (RTN's tenth anniversary is coming up in mid-December)..... INTERURBAN PRESS is the new name for Interurbans, the Glendale CA publisher, effective Jan 1981. President Mac Sebree says the change reflects widening horizons--future book titles will cover not only traction but also mainline railroading, local history and historic preservation, and eventually other forms of transport. The publisher already has 1000 advance orders for "PCC--The Car That Fought Back", their latest book..... OFFICIAL RAILWAY GUIDE in the Dec issue will add to its monthly Guide a city-to-city Amtrak schedule section, which will nearly double the size of the ORG and will necessitate 8-times yearly publication instead of monthly. For the first time, the Guide will carry complete fare data between over 17,000 city pairs. The address for info is: 424 West 33rd St, New York NY 10001.....

RAIL FANTRIPS

One Rail Fantrips listing is free. To be sure of entry in time, send full info at least 4 weeks before event. Be sure to address letter as follows: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

Dec 6-7: Edaville RR and Valley RR excursion from New York. Overnight accommodations; steam operation (narrow & standard gauge). Limited space. SSAE to Railroad Enthusiasts Inc., PO Box 302, Hasbrouck Heights NJ 07604.

QUOTES OF THE WEEK***

"Trains that are tardy or do not run, trains that scorch or freeze, graffiti, muggers, filth, Dantean gloom--we can almost learn to live with that on our subways. But not being sure where the train is heading? That is something rarely mentioned by grumbling riders or the press. These mystery trains rush into IND and BMT stations at all hours. The lead car has no sign, the second is marked D, the third RR, the next two are not telling, the fifth says A (wrong way up) and the sixth GG or N. Ask a fellow traveler, and you get a blank stare or wrong answer. And these same trains can be spotted riding the rails day after day."

--John A. Duguid in letter to New York Times, Nov 13.

SLIP OF THE MONTH CLUB***

"Los Angeles: Transportation Secretary Brock Adams flew here in the Carter Administration's first year and declared that Los Angeles sprawled hopelessly, and therefore could never have a federally financed subway system..."

--San Francisco Chronicle, Nov 11.

"Los Angeles: Transportation Secretary Brock Adams flew here in the Carter Administration's first year and declared that Los Angeles sprawled hopelessly, and therefore could never have a federally financed subway system..."

--San Francisco Chronicle, Nov 12.

(Maybe it's worth repeating.)

CARS & CONSISTS

*LAKE SHORE LIMITED, train 49, New York Oct 8: engines 488, 491 (FL9s); cars 1614 bag-dorm, 2051 slumbercoach, sleeper 2982 "Pine Rapids", coaches 4603, 4610, lounge 3105, diner 8502, coach 4618, Amcoach 21160 (off at Albany), power car 693 off at Albany, coaches 4608, 4626, sleeper 2449 "Maple Grove", baggage 1229. Same, train 48, Chicago Oct 12: engines 337, 296 (F40s, off at Albany); cars 1612 bag-dorm, 2053 slumbercoach, slpr 2990 "Joseph V. McDonald", coaches 4605, 4612, 4602, lounge 3100, diner 8504, coaches 4622, 4616, 4614, 4609, slpr 2924 "Pacific Patrol", baggage 1237 (at Albany-Rensselaer add one coach and power car to NY section and Amcafe 20027 to Boston section).

*SAN FRANCISCO ZEPHYR, train 6, Oakland Oct 27: engines 265, 324 (F40s); cars 1260 & 1221 bag, 39913 Hi-level coach-dorm, Superliner cars 32008 slpr, 31010 coach-bag, 38009 diner, coaches 34094, 34095. Train 5, Ogden Oct 30 (3¼ hrs late): engines 315, 313 (F40s); cars 1220 & 1269 bag, 39904 Hi-level coach-dorm, 32011 slpr, 31019 coach-bag, 38022 diner, coaches 34101, 34039, 34033.

*LAKE CITIES, train 352, Toledo Nov 10: Turboliner equipment 63 coach, 93 coach, 95 coach, 94 dinette, 62 Turboclub.

*DESERT WIND, train 35, Ogden Oct 21: engines 290, 203 facing rear (F40s); cars 1251 bag, slpr 2988 "Pine Dale", 20231 Amdinette, 39936 Hi-level coach dorm, Superliner coaches 34078, 34100.

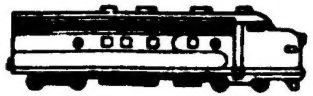
*PIONEER, train 25, Ogden Oct 21: engine 228 (F40); cars 1158 bag, slpr 2993 "Pine Gorge", 20212 Amdinette, Amcoaches 21843, 21845.

*ANN RUTLEDGE, train 301, St. Louis Oct 27: engine 241 (F40); Amfleet cars 21884, 21234, 20003, MoPac business car 2 on at St. Louis, off at Rock Creek Jct at Kansas City MO with 14-min delay in uncoupling.

*American Association of Private RR Car Owners Convention excursion, White Sulphur Springs-Cabin Creek Jct WV & return, Nov 2: engines C&O 8276 & 4386; cars Erie 400, "Imperial", "Queen of Scots", "Georgetown", "Houston", "Cynthia", "Stuart Knott", "Palm Beach", GHM 1, "Virginia Beach", "Clover Colony", "Hampton Roads", "Chapel Hill".

BACK ISSUES

The full year 1979 is now available--Volume 9, 15 issues of RTN all in one parcel for just $5.50 postpd, no tax. Also: 1978 $5.50; 1977 (22 issues) $7. RTN, PO Box 9007, Berkeley CA 94709.



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DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

TROLLEY TRAILS THROUGH THE WEST: Vol. 7 - Northern California and Vol. 8 - Southern California $4.00 each. Back issues: Vol. 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada $3.00 each. All moneyback guarantee. Wilson Bros. Publishers, Box 712rtn, Yakima WA 98907.

DON'T DIAL AMTRAK! Dial (415) 326-7330 for your reservations and avoid busy signals and "holds"! Low fares for families, handicapped travelers, senior citizens. We sell Britrail and Eurail passes. Call "The Railfans" at Accent on Travel, 1030 Curtis St., Menlo Park, California 94025. (415) 326-7330. Ted and Sylvia Blishak, owners.

THE NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS welcomes your membership. $14 dues brings two excellent professionally produced publications. Monthly (3rd Saturday) New York meeting, St. John's Church, 31st St & 7th Ave. across the street from Penn Station 10am till noon - all welcome!!
Tom Coval, 21 E. Robin Road, Holland PA 18966.

Railroad cloth emblems and uniform buttons. Send $1.00 for a sample of each and list. Joseph Lajoie, Box 3, 22 Stevens, Methuen, Mass. 01844.

WEST TEXAS: I need to obtain information about the present condition and traffic density on the Dallas-Sierra Blanca (El Paso) line. If willing to assist, please contact Alfred E. Ehm, 170 Carousel Drive, San Antonio, TX 78227.

18-PAGE REPORT answers questions vexing them at October meetings in San Diego: How do you build an underground garage under an operating "trolley"--the San Diego light rail line? GETTING THE TROLLEY TO THE (SANTA FE) STATION ON TIME ----TEN EXPEDITING OPTIONS covering that two-block gap were presented to the MTDB transit board and referred to staff for evaluation. Presented by the low-cost-rail transit catalyst Robert J. Swan, Box 1866, Long Beach CA 90801. $4.

TRAIN TRAVELLER'S ASSOCIATION, (Transport 2000 in Australia), has quarterly newsletter, 20pp, in RTN-type format. Lots of clear text, graphs, photos. Subscription, A$3.00 p.a.; membership A$10.00, to G.P.O. Box 251B, Melbourne 3001 Austral.

FOR SALE: 20 whole, plus 12 shopworn & cut Model Railroader magazines, 1970s. $11.00 ppd. Clinton Larson, Box 611, La Crosse, Wis. 54601.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.